

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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S-E-C-R-E-T

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COUNTRY	USSR (Arctic)	REPORT	
SUBJECT	Port of Kem	DATE DISTR.	MAR 25 1955
DATE OF INFO.		NO. OF PAGES	3
PLACE ACQUIRED		REQUIREMENT	
		REFERENCES	

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. ☐ is a railroad junction town (N 64-57, E 34-45) in which most of the inhabitants seem to be directly or indirectly connected with the railroad. In the streets on the east side of the station ☐ persons wearing black visor-caps with railroad insignia. There were comparatively few service men on the streets of Kem. ☐ a truck full of soldiers in brown-green uniforms. The truck drove past Nos. 10, 11, and 12 on sketch No. 1, and it continued on over a small wooden bridge and down a road which turned northeastwards.
2. The railroad station (No. 6 on sketch No. 1) was a long, two-story, yellow wooden building. In the north end of the building there was a restaurant which served vodka and refreshments. In addition, there was a baggage-forwarding section with a hatchway to the ticket counter; then there were several offices and at the very end of the building there was a waiting room. Just south of the station there was a two-story, red wooden building, in which there were also several offices, including a militia office according to the sign that hung on the outside of the door. (No. 7 on sketch No. 1). Between these two buildings and the nearest railroad tracks there was a long wooden platform.
3. A short distance north of these buildings there was a low, yellow brick building with vines climbing up the walls (No. 4 on sketch No. 1). On the gables of the building there was a sign indicating it was an automatic control point. Still farther north there was a large, white brick building with a half-round roof, two high iron chimneys, and a much lower iron chimney with a cap, which emitted steam. There was a steady and powerful roar from inside the building. In the south wall there were three large windows; above the windows there were the dates 1924-25 (No. 3 in sketch No. 1 and also sketch No. 3).
4. On the far side of the main rail line there was another large, white brick building similar to the one mentioned in paragraph 3. It was surrounded by a fence, behind which there were at least fifteen or twenty steam locomotives. In both the north and south walls there were three large doors. On the south gable there appeared the date 1924 (No. 2 in sketch No. 1 and also sketch No. 4).

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	ev	X		
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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5. On the same side of the main rail line and somewhat farther north, there was a fairly large, low, wooden building in which there was, among other things, a canteen for railroad employees, which informant entered.

6. Outside the railroad station there were at least eleven parallel rail lines. In addition, on the west side there were several spur lines running from the main lines. The spur lines went to the fenced-in area indicated by No. 2 on sketch No. 1.

The main line continued southwards under No. 9 on sketch No. 1, which was a passenger overpass with steps on both sides. The tracks disappeared south of sketch No. 1 over a railroad bridge (see sketch No. 5). North of sketch No. 1 the main tracks ran together, they disappeared in a northerly direction (see sketch No. 3).

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7. Immediately north of the station area a single line turned off in a north-easterly direction and went to the docking area of Kem (see sketch No. 2).

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From Kem to first stopping place	7 minutes
Stop at stopping place I	1 minute
From I to II	5 minutes
Stop at II	1 minute
From II to III	6 minutes
Stop at III	1 minute
From III to the Kem docking area	6 minutes
	<u>24 minutes</u> 3 minutes stop

8. On the trip from the docking area to Kem the train travelled slowly and stopped for about fifteen minutes for a stop signal before entering the main line at Kem. An army captain wearing a brown-green uniform with four small stars on the epaulettes, some soldiers, and a number of sailors were passengers on the train from the Kem docking area. They got off the train together at stopping place I (see sketch No. 2).

9. At stopping place I there were two switching spurs on the north side of the line. These spur lines were connected with the main line at both ends. The tracks went toward a fenced-in storage area where there was also a storage shed. In this area some crated goods were stored. At this stopping place there was no building that could possibly be a railroad station with a restaurant or a waiting room,

10. At stopping place II there was a switching spur on the south side of the line. This spur line stopped blind at its western end. At neither stopping place II nor III was there a building that could be called a railroad station. Except for the spur lines, the entire length of the railroad was single-tracked. A telephone line paralleled the railroad line. From the docking area there were two wires on the poles but nearer the town of Kem there were more wires.

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11. [redacted] 15 to 20 steam locomotives of various sizes in the area around No. 2 on sketch No. 1. In addition, there were several steam locomotives in the area around the railroad station. [redacted] no diesel or other motor-driven locomotives. At the station in Kem there was a train which was provided with two large, black dump-cars with two dump-buckets on each car; they were presumably used for transporting tar or asphalt. In the make-up of the same train there were twelve olive-gray tank cars with eight wheels each; each tank car also had a valve cupola, and iron ladders on the sides (see sketch No. 6) [redacted] 25X1
12. In the make-up of one train, [redacted] two open cars with a large, new truck on each car. There were also several open boxcars, some of which were empty, while others were loaded with small round timber. There were many closed boxcars at the railroad station. 25X1
13. [redacted] trains departed from Kem docking area to Kem at 0940, 1505, and 1845 hours, local time, and from Kem to the docking area at 1250 hours. [redacted] 25X1
14. [redacted] information on the arrival and departure of trains in Kem: 25X1
- | No. | Route | Arrive Kem | Stopover | Leave Kem |
|-----|----------------------|------------|----------|-----------|
| 18 | Moscow-Murmansk | 1306 | 22 min | 1328 |
| 17 | Murmansk-Moscow | 0135 | 23 min | 0158 |
| 44 | Arkhangelsk-Murmansk | 0348 | 22 min | 0410 |
| 43 | Murmansk-Arkhangelsk | 0748 | 28 min | 0816 |
| 52 | Moscow-Murmansk | 0240 | 25 min | 0305 |
| 51 | Murmansk-Moscow | ? | ? | ? |
15. [redacted] 25X1
16. The streets on the east side of the station in Kem were for the most part of earth or sand surfacing. Alongside the streets running between the houses there were plank sidewalks in several places. A few streets were constructed of boards. Compared with Western European standards, the streets were in very poor condition.
17. [redacted] two medium-sized, relatively modern busses in Kem. One of them stopped at the corner outside of store No. 11 (No. 10 on sketch No. 1) and took on passengers. [redacted] 25X1
- There was a fair amount of horse-drawn traffic. There was a road on the south side of the railroad tracks between stopping place II and III on sketch No. 2. There was a road on the south side of the railroad tracks. The road surface seemed to be of sawdust. In a few places there were logs in the road under the sawdust, and over the sawdust there was a covering of thick planks.

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18. On the south side of the railroad tracks at stopping place I there was a number of wooden buildings. At stopping place II there were three or four old wooden buildings by a small pool or brook on the north side of the railroad tracks. In the area around the buildings there were some potato fields and a cabbage field. South of the railroad tracks there were several groups of buildings. There was a sawmill with a high chimney about 100 to 200 meters south of the rail line. Around the sawmill there was a large lumber area. At stopping place III there was a densely built-up area on both sides of the tracks. On the north side there was a row of new low wooden buildings. A short distance beyond these buildings there were some large old wooden buildings. This group of buildings was not far from the road to Kem harbor.

Legend to Sketch No. 1:

1. A large low wooden building containing a canteen for railroad employees.
2. A large white brick building surrounded by a fence.
3. A large white brick building with three chimneys.
4. A low yellow brick building; an automatic control point.
5. A tall brick tower situated on top of a small rocky crag. From the foot of the tower there was a pipe under an understructure of thick planks. (see sketch No. 7).
6. Railroad station.
7. Two-story red wooden building containing offices.
8. A small wooden building where fruit juices, water, candy, and cigarettes were sold.
9. An overpass for pedestrians, with steps on both sides.
10. Store No. 11, a large yellow wooden building.
11. A large yellow brick building.
12. A brick building under construction, the framework of which was finished.
13. Store No. 1; a white building which looked relatively new.
14. A large yellow-brown wooden building which housed the Seamen's Club.
15. A very large, white, two- to three-story building situated in a garden. The site was well chosen and the building was striking by virtue of its beautiful architecture. There were two ambulances with Red Cross markings in front of the building. There was an inscription above the main entrance but informant did not recall what it was.

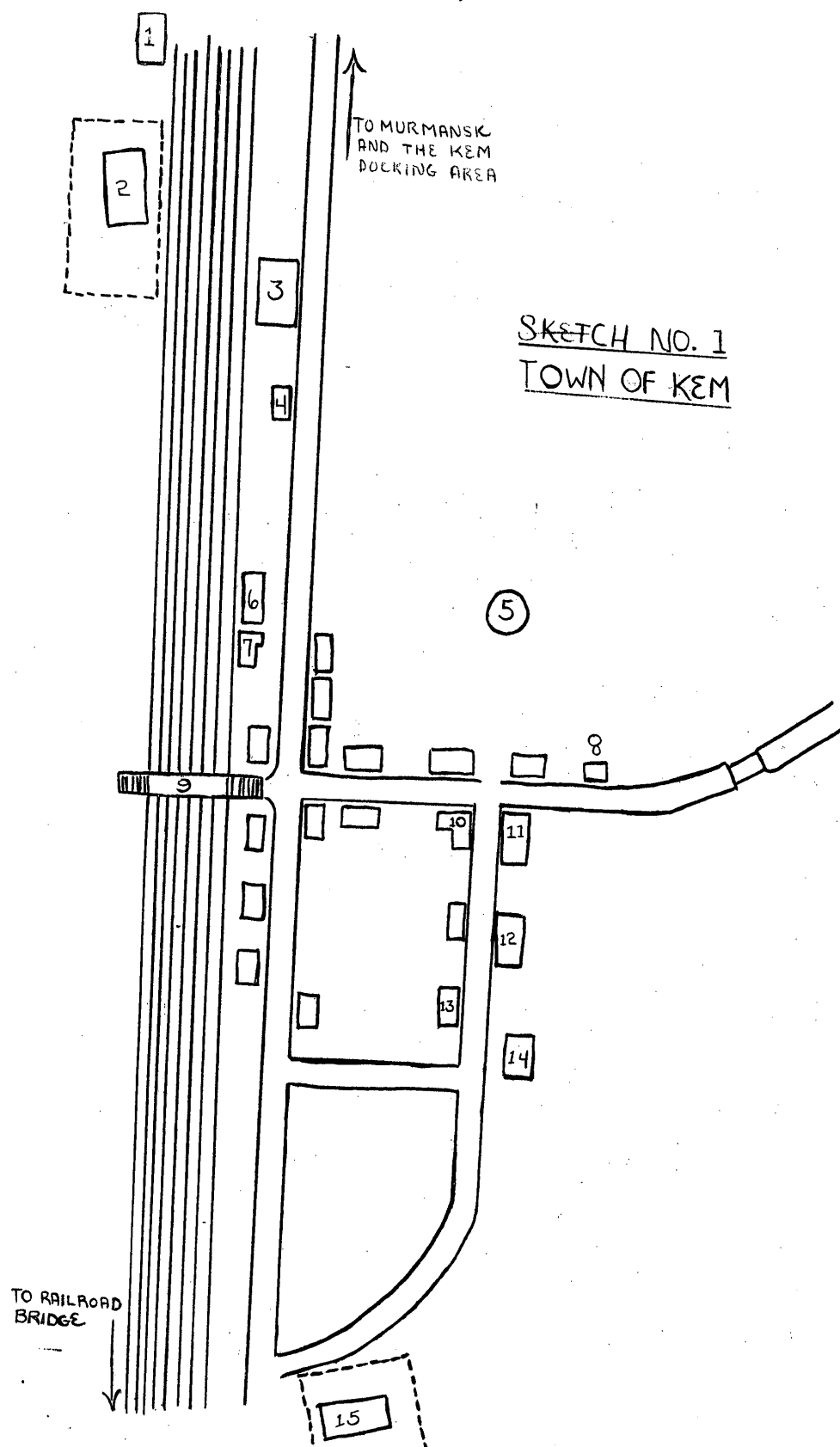
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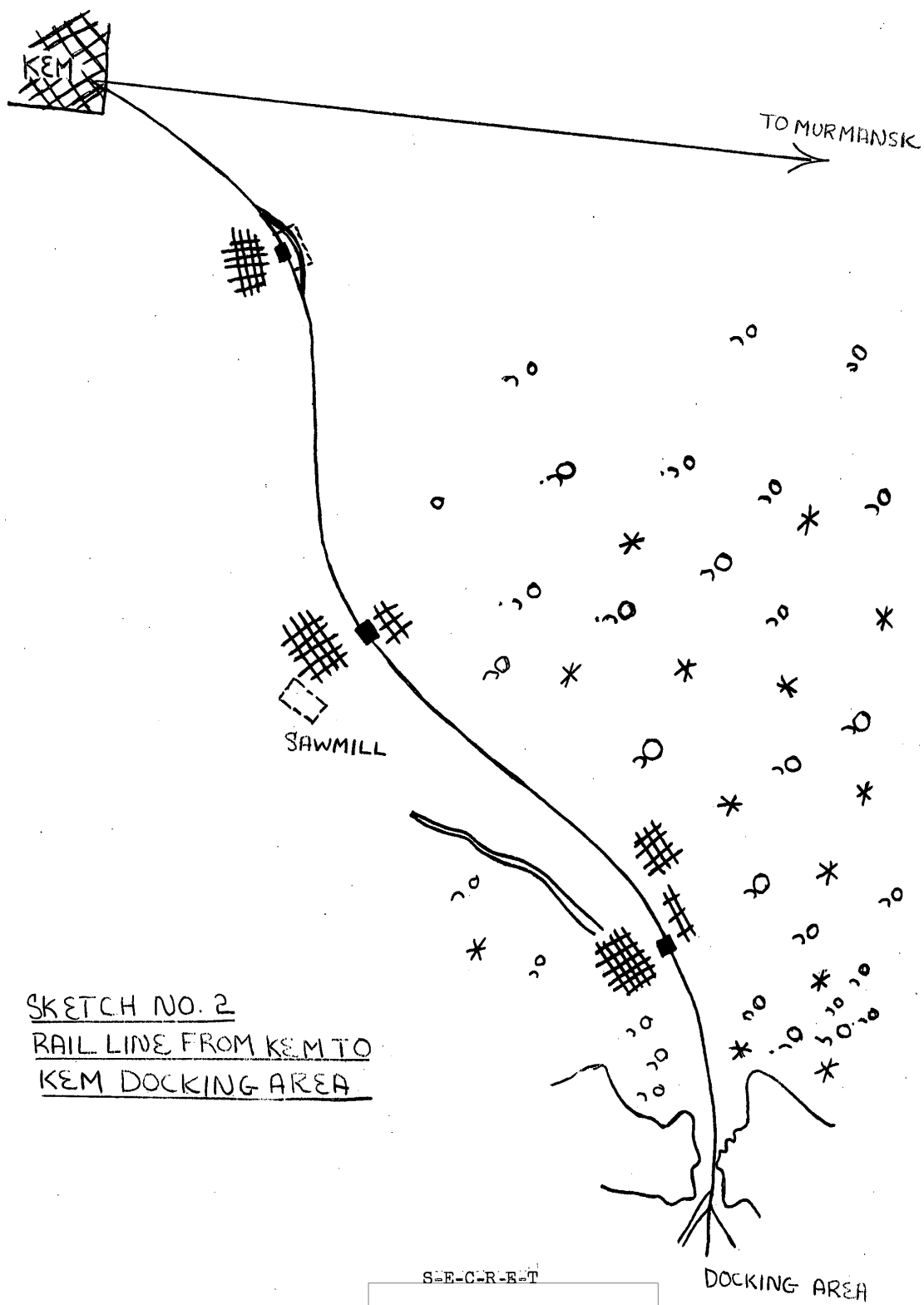
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SKETCH NO. 2
RAIL LINE FROM KEM TO
KEM DOCKING AREA

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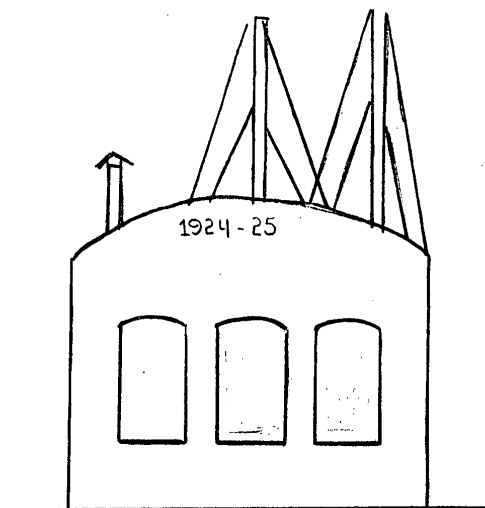
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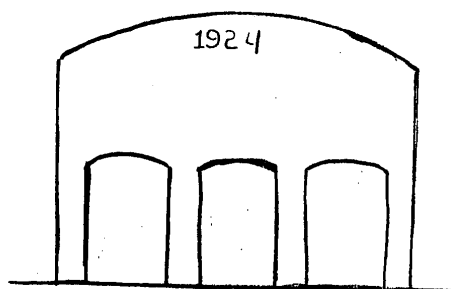
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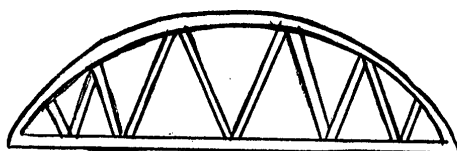
SKETCH NO.3:
LARGE BRICK BUILDING:



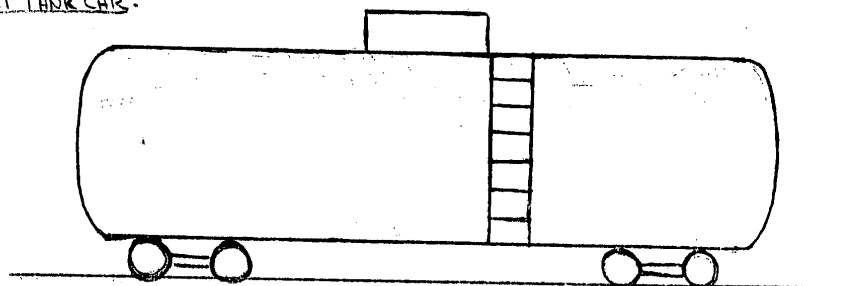
SKETCH NO.4:
FENCED-IN BUILDING:



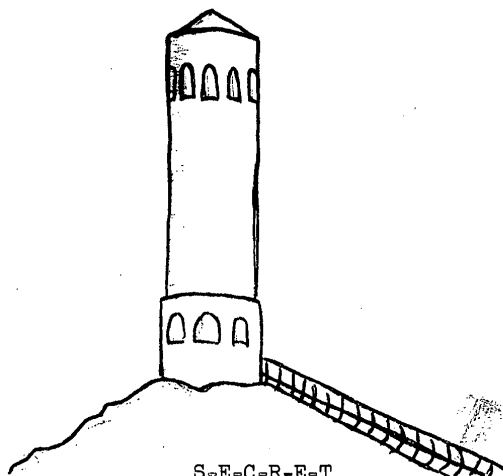
SKETCH NO.5:
RAILROAD BRIDGE:



SKETCH NO.6:
SOVIET TANK CAR:



SKETCH NO.7:
SOVIET TOWER:



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